AMENDMENTS TO THE SPECIFICATION:

Please replace paragraph [0014] with the following amended paragraph:

[0014] FIG. 1 illustrates a prior art differential gearbox used to make additions. A and B are input shafts which rotate in the same direction. The speed of shaft B has been reduced by 50% of that of shaft A by gears R1 and R2. Gear R1 is bored out in the center to allow free passage of the input shaft A through gear R1. Gear R1 is fixed to rotate with the differential gearbox SCD. Two free-wheels RL are mounted on each of input shafts A and B in order to prevent them from rotating in the direction opposite to the normal rotating direction. In the case where one of the two input shafts is ~~stationery~~ **stationary** and there is a load on the output shaft C, without free-wheels the ~~stationery~~ **stationary** input shaft would start rotating in the opposite direction and no torque would come from output shaft C.

Please replace paragraph [0024] with the following amended paragraph:

[0024] FIG.4 shows an overall view of an actual mechanism for carrying out the invention. There are some changes compared with FIG.1 and FIG.3.1: on the gear train TR and on both internal gears RDI of the differential gears D1 and D2. The reason is simple. In FIG. 1, input shafts A and B rotate in the same direction (obligatory condition to obtain additions). Nevertheless, a 4-shafts gear train as FIG. 3.1 inverts the rotating direction from one shaft to another, so we could never obtain two adjoining shafts with the same rotating direction. That is why the internal gear is necessary: like chains or belts, it does not ~~revers~~ **reverse** the motion.